



BARKING – GOSPEL OAK RAIL USER GROUP

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[Roger Ford, Modern Railways, August 2015]

BOMBARDIER TRIUMPHS

Derby manufacturer wins new generation EMU battle

As the incumbent supplier of London Underground's Class 350 EMUs, Derby's Bombardier has won the contract to supply the new generation EMUs for the London Underground. The new EMUs will be supplied by Derby's Bombardier, which has won the contract to supply the new generation EMUs for the London Underground. The new EMUs will be supplied by Derby's Bombardier, which has won the contract to supply the new generation EMUs for the London Underground.

NEW ELECTRIC TRAINS ORDERED, BUT WILL THE WIRES BE THERE?

On 1st July Transport for London (TfL) signed the order with Bombardier for 45 new 4-car Avenra electric trains for the Barking – Gospel Oak, Romford – Upminster, Euston – Watford Junction and West Anglia Inner suburban services. The first train is contractually bound to be delivered on 4th December 2017 and both the Mayor and TfL have given undertakings that the first eight trains will go to the Barking – Gospel Oak route, replacing the eight existing Turbostar 2-car diesel trains on a like-for-like basis. But will the overhead power supply the new trains need be provided in time?

Since major electrification schemes were “paused” and a review of all Network Rail projects was announced on 25th June, a large question mark has hung over the future of the Barking –Gospel Oak electrification project.

NEW TRAINS ORDERED BY TfL

The order is for a minimum of 45x4-car electric trains for Barking – Gospel Oak (8 units), Romford – Upminster (1 unit), Liverpool Street – Cheshunt (via Seven Sisters)/Chingford/Enfield Town (30 units) and six dual voltage units for the Euston – Watford Junction DC local service. The 6x5-car trains displaced from the Watford service will boost train frequencies on the North and East London Lines.

The contract includes options for up to 249 additional vehicles for lengthening trains to 5-cars or additional units for the extension of the Barking – Gospel Oak service to Barking Riverside, the proposed Stratford – Angel Road service or increasing the frequencies of the Euston – Watford Junction service to every 15 minutes and Barking – Gospel Oak to every 12 minutes.

So far there are no details available of the interior of the new trains, but TfL have said that they would be similar to the new trains on the Metropolitan Line (see below).



Pam of the SoTo blog posted this early morning photo of South Tottenham during the last London Underground strike on 6th August 2015. The new up side lift tower is just visible behind waiting shelter.

CILT Transport Journalist of the Year

London Underground: Bombardier-built unit No 378209 under the new canopy at Crystal Palace, about to form the 17.28 service to Highbury & Islington on 2 July 2015. John Whitehouse

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REPLACEMENT
Due to enter service between December 2017 and October 2018, the primary task for the new fleet will be replacing the existing Class 315 and Class 317 trains on the West Anglia suburban and Romford to Upminster routes which London Underground took over on 31 May. That will require 31 units, with another eight destined for the Gospel Oak-Barking line (GOBLIN). DfT claims that GOBLIN is due to be electrified by June 2017. Given that costing is still at GRIP 3 stage, that sounds highly improbable. TfL said the remaining six would 'bolster' services on other Underground routes. I understood they would be used to release five-car Class 378s from the Euston-Watford route and Bombardier agrees.

As the incumbent supplier of London Underground's (LOROL) so-so Class 378 fleet and the Underground's similar, but much pricier, 5' stock, you might have expected Bombardier to win the latest contract to supply 45x4-car electric multiple-units for LOROL at a tender. Many people also assumed that Bombardier would offer a repeat of the Class 378 design.

Wrong on both counts. It is clear that all three bidders, Bombardier, Hitachi and Siemens, regarded the requirement as a truly open competition and put forward their latest kit.

Going head-to-head were:
■ Bombardier's Aventra design, on order for Crossrail;
■ the Siemens Desiro City, about to be delivered for Thameslink; and
■ Hitachi's AT Series commuter train, ordered by ScotRail.

And while Bombardier's winning bid is competitive at £144 million per vehicle, I suspect that technical performance is likely to have been a factor in contract award.

For example, during the bidding I asked Siemens for the weights of the Desiro City vehicles, only to have the request declined. Normally Siemens is the most open of the three, so I queried this uncharacteristic behaviour. 'We'll tell you when we have finished bidding for the LOROL contract' was the gist of the reply. Aule load, of course, affects whole life cost.

FIRST BLOOD
So first blood to Bombardier in the battle of the new generation EMUs. Value of the trains was quoted at £260 million by TfL, but under a separate 35-year Train Services Agreement, Bombardier will also maintain the new vehicles, bringing the total value of the deal to £358 million. And don't forget that a manufacturer maintaining its own trains overhauls its own equipment and provides spares and replacement parts.

As the aircraft industry knows, and Alstom and Bombardier have discovered with Pendolino, Voyager and the Northern Line, the real money comes not from building things but maintaining them. In addition, the contracts also include options. These are for up to 24 additional trains and a five-year extension to the train service agreement.

Roger Ford's *Informed Sources*, *Modern Railways*, August 2015

CRISIS AT NETWORK RAIL RAISES NEW ELECTRIFICATION WORRIES

Widespread concerns over Network Rail's ability to deliver electrification projects on time and to budget have dogged the company since last autumn. So, it was a great relief when on 4th June Rail Minister Claire Perry assured Jeremy Corbyn MP that the Barking – Gospel Oak scheme was on target for GRIP 3 sign off in August and completion by June 2017. Not everyone was reassured, however. Roger Ford, Industry & Technical Editor of *Modern Railways* thought the completion date "highly improbable".

Happiness lasted a mere three weeks before Transport Secretary Patrick McLoughlin dropped his bombshell in Parliament that the major Midland Main Line and Trans Pennine electrification schemes were to be "paused" due to lack of progress and spiralling cost overruns. Resources were to be concentrated on the 1½ to 2 years late Great Western Main Line (GWML) electrification in the hope that sufficient progress would be made to allow the new Hitachi Super Express Trains to operate when delivered. Sir Peter Hendy was moving from TfL to chair Network Rail and review the whole Control Period 5 (2014-2019) Enhancements programme, reporting in the autumn.

This raised concerns as to the status of the Barking – Gospel Oak project, given that it is a DfT cash funded scheme (DfT £90m, TfL £25m) and only technically part of CP5, so would it be included in the Hendy review? To date the Department has maintained "radio silence" on this question.

If the scheme is included in the Hendy review the possible outcomes when he reports in the autumn are:

- If the scheme escapes unscathed it could still be delayed by a further six months but could still be completed just as the new electric trains are being delivered in early 2018.
- A deferral to Control Period 6 (2019-2024) should see the scheme completed just in time for the opening of the extension of the line to Barking Riverside, planned for 2020.
- A deferral to Control Period 7 (2024-2028) would delay the extension to Barking Riverside and due to the terms of the planning consent, also the planned extra homes there.

In addition to the Hendy Review, the rail regulator [Office of Rail and Road (ORR)] is also reviewing Network Rail's CP5 performance, given that one year into the control period, 30 milestones on various projects have been missed and costs are ballooning. In a pre-emptive move against the possibility of Network Rail asking the ORR for an Interim Review, Secretary McLoughlin has made it quite clear that the agreed £38.5bn settlement for CP5, which includes essential maintenance and renewals, as well as enhancements, was not going to be increased. The Government wants Network Rail to concentrate upon getting the overhead wires on the GWML at least as far west as Swindon by December 2016 so that the Government procured Hitachi *Super Express Trains* will not be standing idle in sidings when deliveries ramp up in 2017.

The £38.5bn agreed for CP5 will no longer cover all the planned enhancements and the Treasury is

also demanding the Department of Transport (DfT) submit two proposals for cuts of 25% and 40% respectively to its budget for the autumn spending review, risking a potential legal challenge from the ORR if a rumoured £10bn is lopped off the £38.5bn agreed with government for CP5.

On 21st July Jeremy Corbyn MP put down another question to Mr. McLoughlin seeking clarification of the situation regarding Barking – Gospel Oak electrification and followed that up with letters to the Secretary of State and Sir Peter Hendy at Network Rail. Following an August meeting between BGORUG and their staffs at City Hall, Assembly Members Jennette Arnold (North East), Andrew Dismore (Barnet & Camden), Joanne McCartney (Enfield & Haringey) and John Biggs (City & East) have jointly written to Sir Peter Hendy asking if the scheme is included in his review and stressing the urgent need to allow it to continue and relieve the appalling overcrowding on our peak services.

Meanwhile Network Rail appears to be carrying on with developing the GRIP 3 (and possibly moving on to GRIP 4) stage of the scheme with more possessions booked for surveying and testing structures, ground conditions etc, often “piggybacking” on possessions booked for other works.



Day/Date	Closure details	Note
Sun 13 September	Barking - South Tottenham until 12:00	(1) cancelled Sept 2015
Sun 25 October	Barking - South Tottenham until 12:00	(1)
Sat 31 October - Sun 01 November	Barking - Gospel Oak (2)	
Sat 07 - Sun 08 November	Barking - Gospel Oak (2)	
Sat 14 - Sun 15 November	Barking - Gospel Oak (2)	
Sat 21 - Sun 22 November	Barking - Gospel Oak (2)	
Sun 27 - Mon 28 December	Barking - Gospel Oak (2)	
Sun 17 January	Barking - Gospel Oak from 12:00	(3)
Sun 24 January	Barking - Gospel Oak	
Sun 31 January	Barking - Gospel Oak	
Sun 07 February	Barking - South Tottenham until 12:00	(1)
Sun 14 February	Barking - Gospel Oak	
Sun 21 February	Barking - Gospel Oak	
Sun 28 February	Barking - Gospel Oak until 12:00	(1)

- (1) For track inspection purposes
- (2) Main purpose believed to be for A1 Holloway Road bridge renewal
- (3) Late start assumed to be to allow passage of engineers trains to/from another possession



ELECTRIFICATION:

IS THERE A PLAN 'B' FOR ROLLING STOCK?

With clouds of uncertainty appearing over the horizon, has TfL got a plan to deal with the ever worsening overcrowding should Barking – Gospel Oak electrification be postponed or even scrapped? No, it has not!

In April TfL finally agreed to BGORUG's longstanding request to fit additional handrails inside the eight 2-car diesel *Turbostar* trains that

operate the service to encourage peak period standees to move down inside the carriages by giving them adequate handrails to hold on to.

Installation was delayed due to problems in designing the retrofit of these extra handrails, but they should start to appear in the trains any time now and all trains should be fitted by the end of November. This will surely be welcomed by all regular peak period commuters.

BGORUG's other long standing proposal to make room for more standing passengers by removing 12 seats from each train has come to nothing as the extra passengers that would be accommodated would cause the trains to exceed their certified weight when crush loaded.

TfL was lukewarm to BGORUG's calls over the past two years for at least one additional Diesel Multiple Unit (DMU) to be sourced to enable a limited 10-minute interval peak service to run. TfL's train operator, London Overground Rail Operations Ltd (LOROL), did start negotiations with its sister company, Chiltern Railways, but that company withdrew early last year after it changed its plans and could no longer spare a 2-car unit for hire to LOROL. TfL then put the idea into the *too difficult* category, claiming that there was just no 2-car DMUs available in the UK. BGORUG accepts that achieving a solution would be difficult but believes that with determination a suitable unit could be found. This might involve complicated 'stock swaps' between several Train Operating Companies (TOCs) to release a unit suitable for the Barking – Gospel Oak route, but it is not impossible.

If Network Rail's CP5 enhancements programme is cut and Barking – Gospel Oak electrification is deferred, possibly for anything up to nine years, or scrapped completely, there will a critical need for more than just one additional DMU, up to eight sets could be required and fast! Overcrowding is already unbearable and the idea of merely soldiering on with the existing 8x2-car diesel fleet is completely unthinkable!

By the end of next year the wires on the only electrification scheme that is definitely going ahead should have reached beyond Airport Junction to Swindon, or at least as far as Reading on the GWML. This will allow a planned rolling stock 'cascade' to take place, with new Electric Multiple Units (EMUs) on *Thameslink* displacing older EMUs which will move to Paddington suburban services, in turn releasing 1992 *Networker Turbo* DMUs to move to the West Country to replace 1985 *Sprinter* DMUs, of which Nos. 150 120/121, 123, 127-131 used to work for Silverlink (1999-2007) and then LOROL (2007-2010) on the Barking – Gospel Oak route! Will the *Sprinters* return to save the line again as they did in 1999?

POSSIBLE EXTRA DIESELS



↑ FGW Class 165/1 *Networker Turbo* ↑

↓ LOROL *Sprinter* 150 120 at Gospel Oak ↓



Silverlink *Sprinter* 150 127 at Gospel Oak



↑ Hired in LM 150 132 at Wanstead Pk ↑

↓ Interior of 150 131 now with FGW ↓



✍ LETTERS COLUMN

Readers may submit letters for publication here by email or by post to: BGORUG, 227 Old Church Road, London E4 6RB. The editor's decision regarding letters submitted for publication is final. As we have no letters to publish in this edition, here are two letters that BGORUG Secretary Glenn Wallis and Assistant Secretary Graham Larkbey have recently had published elsewhere.

More light on Barking

I found Alan Yearsley's article in **TRUK 163** on the eastern end of the District Line very interesting.

In a former life I visited the BR side of Barking signal box several times in the early 1990s. There was a link between the BR and LUL operating floors, this was a narrow "corridor" of an office overlooking the station with a door at each end to the respective operating floors. This was occupied, during my years, in the main by Joan, the BR station announcer. She could announce all

over the station and if there were any problems on the District or Hammersmith & City, the LUL staff could stick their heads around the door and ask her to make announcements for the LUL passengers on the station.

The station announcer also controlled the "long line" public address system up "the branch", otherwise known as the Barking-Gospel Oak Line. The "long line" only went as far as Crouch Hill, as Upper Holloway and Gospel Oak were in a dark & foreign land called the London Midland Region. When on duty at South Tottenham signal box, it was my job to phone Joan and advise her of cancellations from Gospel Oak and any late running that was developing "on the branch" so she could make appropriate announcements on the "long line". I would also ring her for information if an up train from Barking was overdue.

In my current incarnation as Secretary of the Barking-Gospel Oak Rail User Group, I am taking a keen interest in the District's D78 Stock as we want TfL or LOROL to take at least two of the "City" version of Vivarail's D-Trains so that we can have a 6 tph service in the peaks to relieve the appalling overcrowding caused by only having a maximum of seven 2-car DMUs available for service, until 4-car EMUs arrive in mid-2018, always assuming that Network Rail has finished electrifying the line by then!

Glenn Wallis, London E4

● The north isn't the only area where rail improvements are under threat. Down south, the electrification of the 13-mile Barking-Gospel Oak line (unofficially referred to as "the Goblin") also hangs in the balance. This modest but crucial "infill" scheme is desperately needed so that four-car electric trains can replace the line's chronically overcrowded two-car diesels, and enable its growing freight traffic to be hauled by cleaner electric locomotives.

Graham Larkbey

↑ The Guardian, 18th August 2015

↑ Today's Railways UK, September 2015

COULD 'D78' TRAINS RETURN TO BARKING?

The 'D78' trains on the District Line are being withdrawn and replaced by new 'S' trains. But a large number of the withdrawn 3rd/4th rail DC electric Underground cars are set to be reborn as re-engineered Diesel Electric Multiple Units!

If Barking - Gospel Oak electrification is deferred, TfL cannot simply order more *Turbostar* diesels from Bombardier. This is because there are no diesel engines that meet current EU emissions regulations that will fit under a *Turbostar* carriage.

A group of former British Rail and London Underground engineers and managers have got together and formed a company called *Vivarail* which is creating 75 new DEMUs out of the shells of the withdrawn LU D78 cars.

These trains have 32-35 year old aluminium bodysells which are said to be in good condition and free of corrosion. The bogies and traction motors only date from 2006.

Vivarail will retain the bogies and their electric traction motors but replace all the original electric traction control equipment with new state of the art electronics. Power will be supplied by two diesel generator sets utilising a Ford 3.2 litre diesel engine in each. Top speed will be 60mph.

BGORUG will shortly be visiting *Vivarail*'s Long Marston base for a demonstration of the prototype power car. BGORUG believes these *upcycled* trains, retaining their LU internal layout could, in 2 or 3-car formations, prove vital if our service has to continue to rely on diesel traction. However, with only 75 sets available from next year and intense interest in the South West, North of England and Wales, these trains are likely to be snapped up very quickly!



Class 172 Turbostar. No longer an option.



THE SUN BEGINS TO SET ON LOROL ERA

TfL's first London Rail Concession (LRC), which is the contract for the operation of London Overground on behalf of the Mayor, expires in November 2016. The first LRC was awarded to London Overground Rail Operations Ltd. (LOROL) and commenced in November 2007, but LOROL is not bidding for the new contract. Why?

When it put in its original bid, the company was known as MTR/Laing, and was owned jointly by Hong Kong Metro operator MTR Corporation and Laing Rail, owners of Chiltern Railways. Once the bid was secured, the company changed its name to LOROL. Laing subsequently sold its rail interests to DB Schenker (DBS), a subsidiary of German state rail operator, Deutsche Bahn which had already acquired what had been British Rail's trainload freight business from Canadian National. When DBS bought out UK bus and rail operator Arriva, DBS moved management of its UK rail passenger interests into the Arriva organisation, leaving DBS to concentrate on UK rail freight.

TfL's Crossrail operating concession, which took over operation of the Liverpool Street – Shenfield Metro service as *TfL Rail* on 31 May this year, was won by MTR bidding alone. A number of LOROL and former LOROL managers have been recruited by MTR for the concession.

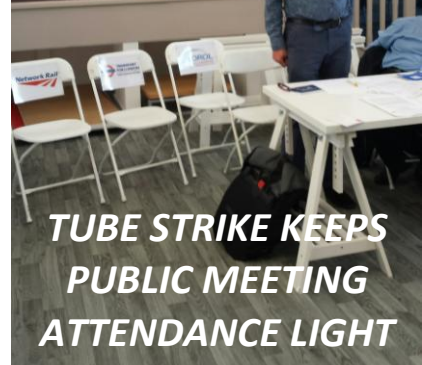
TfL has announced the four short listed bidders for the new LRC:

- Arriva Rail London Ltd. (Deutsche Bahn)
- LoKeGo Ltd. [Keolis (UK) Ltd (51%) & Go-Ahead Holding Ltd (49%) joint venture]
- Metroline Rail Ltd. (owned by Singapore based transport group ComfortDelGro)
- MTR Corporation

The winning bidder will be announced early next year. As can be seen, MTR and DBS have, unsurprisingly, gone their separate ways. This means that LOROL will cease to exist next November. All staff below board room level will automatically be transferred to the new company under EU TUPE regulations, unless they do not wish to work for the new employer. TfL has said that it will arrange with Angel Trains, owners of the Barking – Gospel Oak Line's eight Class 172/0 *Turbostars*, for their leases to be transferred from LOROL to the new operator or to TfL.

One of the bidders has chosen to consult with rail user groups and other stakeholders prior to submitting their final bid and BGORUG had a productive meeting with one of their representatives at which several interesting ideas were discussed.

Transport expert, author & candidate for Labour's Mayoral nomination, Christian Wolmar, addressing BGORUG's public meeting at Gnome House on 9th July 2015. Note the empty chairs for Network Rail, TfL and LOROL.



Three chairs reserved for representatives of Network Rail, TfL and LOROL remained empty at BGORUG's public meeting at Gnome House, Walthamstow on 9th July.

A tube strike also kept the public and Members' attendance low. The meeting was originally called to discuss what could be done to relieve the chronic overcrowding on the line, but the discussion soon switched to the possible threat to the electrification project caused by the developing crisis at Network Rail. Network Rail, TfL and LOROL all declined to attend, but PC Roger Andrews from the Barking British Transport Police office was present and gave a report and answered questions. A report of the meeting is posted on the *Events* page of our website.

There will be a further meeting when the electrification situation is clearer.

WALTHAMSTOW STATIONS LINK CLOSED A YEAR AFTER OPENING!

BGORUG's 22 year campaign to directly link Walthamstow's Central and Queen's Road stations ended with the link's opening on 11th August 2014. Cllr. Clyde Loakes performed the opening ceremony on 26th September. However it was closed on 7th August due to the Central car park being used for contractors' access to the Victoria Line works and replacement bus parking. It was open again by 6th September.



Photo: Waltham Forest Council



Photo: Keith Foster